WINTER ON MOUNT WASHINGTON.

A DESCRIPTION OF THE "FROST WORK." Tip-Top House Correspondence Boston Journal, Jan. 12.

The "frost work" is one of the most re-

markable phenomena of this high altitude. As few have ever seen it, and as the causes that produce it are but imperfectly understood, we shall perhaps be pardoned if we present some rather crude ideas in regard to it. It is difficult also to convey in words any idea of its wonderful form and beauty. From the study given to it last winter, and the opportunities we have had of observing its formation this, we are able to give what seems to us a plausible, if not a correct, theory to account for this, the most plastic of all the handiwork of nature. At our very first observation we see that it forms only when the wind is northward, i. e., at some point between north and west or north and east, and never when the wind is southward. It begins with mere points, on everything that the wind reaches, on the rocks, on the snow, on the railway, and on every part of the buildings, even on the glass. On the south side it is very slight, as the wind reaches there only in eddying gusts. When the surface is rough, the points, as they begin, are an inch or more apart; when smooth, it almost entirely covers the surface at the very beginning; but soon only a few points elongate, so, on whatever surface it begins to form, it has very soon the same general appearance, presenting everywhere the same beautiful, feathery-like forms. In going up the mountain we do not see it until we get some distance above the limit of the trees; it is nearly a mile before it is seen in its characteristic forms, and it is only immediately about the summit it presents its most attractive features. We notice also that it always forms toward the wind-never from it, and the rapidity with which it forms and the great length of the horizontal masses are truly wonderful. We placed a round stick, an inch in diameter, in a vertical position, where it was exposed to the full force of the wind, and in less than two days some of the horizontal icicles-we call them icicles for the want of a more appropriate name-were two feet in length, and scarcely any thicker than the stick itself. They formed on every part of the stick that was exposed, but of course some points were much longer than others. They remained several days, but with a change of wind they were blown off. On some of the piles of stones south of the house, these horizontal masses are now more than five feet in length. On the southern exposures, instead of the "frost work," there are only masses of pure ice. which have always a peculiar hue of greenish blue. In the early part of December, when the thermometer ranged from 25 deg. to 29 deg., and the wind was southward, the ice formed to the thickness of foot or more on the telegraph poles near the house. These icy masses are formed evidently by the condensation of vapor of the atmosphere, as it is not uncommon for it to be above the point of saturation. The "frost work" is also formed by the condensation of vapor, but beside the vapor the air must be filled with minute speculæ of ice. As the vapor condenses these are caught, and thus the horizontal feathery masses are formed. This accounts for the facts that we have observed; namely, that it forms when the wind is northward, and always towards the wind.

-A Boston photographer defiantly advertises hat he will take pictures on Sunday.

—A Richmond audience loudly applauded when John Wilkes Booth's name was mentioned in their theatre on Friday night. -The will of the late James Reed, bank pre-

sident, of Boston, gives \$10,000 to benevolent associations of that city. -A Chicago paper says that John Boyle's attempt to shoot his wife, in La Salle, Ill., on

Wednesday, was a miserable failure. -Hala Dijiganean, of San Francisco, has been fined \$5 for assaulting a woman who called her hard names.

-A Baltimore physician's family of eight persons was poisoned on Saturday, it is thought maliciously by a servant. No deaths resulted -If her "poem" tells the truth, a Buffalo woman has buried her love "on the stormy strand of the deep, dark ocean of mad despair. -The anti-nicotian crusaders are exultant

over the discovery of a London infant three years of age who is paralyzed from habitual -Miss Lena Leland, a young lady residing in Panola, Miss., died very suddenly on Thursday,

Dec. 29, just one hour before the time set for her wedding. —A Connecticut paper reports that Gordon W. Burnham has recalled the gift of the bust of

the late Bishop Brownell which he made to Christ Church, Hartford. -The Washington University in St. Louis caught fire from the furnace on Saturday night, and narrowly escaped total destruction. Loss £2500.

-Henry J. Niles, a prominent lawyer and influential Democratic politician of Urbana, Ohio, has become bopelessly insane through the failure of a man whose legal adviser he was

in speculations in New York. -A bill is to be introduced in the Michigan Legislature to create a State Insurance Department, which shall be charged with the execution of all laws relating to insurance. The Secretary of State now attends to such matters.

-Hot-headed politicians in the South, of one party or the other, are insisting that Governor Scott, of South Carolina, Governor Davis, of Texas, and Governor Bullock, of Georgia. should be impeached. Wiser counsels will doubtless prevall.

-The Legislature of Ohio is again being petitioned to accept the plot of ground at North Bend, Ohio, which contains the neglected grave of William Henry Harrison, and to improve it in a manner worthy of his memory and of the

-General Schenck declined the banquet tendered him in Cincinnati, saying that he is so busy with the preparations for leaving for England that he cannot even visit his home in Dayton, Ohio, and that he has considered it best not to accept any public demonstrations before his departure.

-There is a negro debating society in Bainbridge, Ga., the las meeting of which was devoted to a discussion of the question whether education or money is the most beneficial to a community. The advocates of the education side of the question won the prize-\$20 in gold. At the next meeting they will decide whether it is to the interest of the laborer to work for wages or a part of the crop.

Some young mea in Bangor, Maine, who had heard marvellous stories of the number of pickerel caught thereabouts through the ice, and started out the other day to do a little fishing themselves, told an inquisitive country cousin, whom they met on the way, that they had not included an axe in their otherwise complete outfit because there "were lots of people fishing there last winter, and they could fish through last vear's holes.

OLOTHS, CASSIMERES, ETC.

CLOTH HOUSE. JAMES & HUBER.

No. 11 North SECOND Street, Sign of the Golden Lamb, Are w receiving a large and splendid assortment of new styles of

FANOY CASSIMERES And standard makes of DOESKINS, CLOTHS and COATINGS. [3 28 mws AT WHOLESALE AND RETAIL

INSURANCE

INSURANCE COMPANY

NORTH AMERICA, Incorporated 1794.

CAPITAL\$500,000 ASSETS January 1, 1871 .. \$2,050,536 STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Pro-169,310 225,510 62,486 Cash in Bank.

Loans on Collateral Security.

Notes receivable and Marine Premiums 281.845 31,404 439,420

Certificates of Insurance issued, payable in London at the Counting House of Messrs. BRJWN, SHIP-LEY & CO. ARTHUR G. COFFIN.

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[1 23)

1829. CHARTER PERPETUAL. 1870. Franklin Fire Insurance Company OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St. Assets Aug. 1, '70 \$3,009,888'24

LOSSES PAID IN 1869, INCOME FOR 1870, \$510,000, \$144,90842, Losses paid since 1829 over \$5.500,000.

Perpetual and Temporary Policies on Libera: Terms.
The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and More The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS. Alfred Fitler, Thomas Sparks, William S. Grant, Thomas S. Ellis, Alfred G. Baker, Samuel Grant, George W. Richards, George Fales,
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FIRE ASSOCIATION INCORPORATED MARCH 17, 1820. OFFICE. No. 34 NORTH FIFTH STREET, INSURE

BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY Frem Loss by fire (in the City of Philadelphia only) ASSETS, IJANUARY. 1, 1870, \$1,572,732

William H. Hamilton, John Carrow, George I. Young, Jos. R. Lyndall,

Samuel Sparhawk

TRUSTRES. Charles P. Bower, Jesse Lightfoot, Robert Shoemaker, Peter Armbruster, M. H. Dickinson, Peter Williamson,

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THE PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825—Charter Perpetual. No. 510 WALNUT Street, opposite Independence

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms. Their Capital, together with a large Surplus Fund. is invested in the most careful manner, which ena-

bles them to offer to the insured an undout sed secu rity in the case of loss. DIRECTORS. Thomas Smith, Henry Lewis, J. Gillingham Fell, Daniel Haddock, Daniel Smith, Jr., Isaac Hazlehurst, Thomas Robins. Franklin A. Comly.
DANIEL SMITH, JR., President.

WM. G. CROWELL, Secretary. FAME INSURANCE COMPANY No. 809 CHESNUT Street. INCORPORATED 1856. CHARTER PERPETUAL.

CAPITAL \$200,000. FIRE INSURANCE EXCLUSIVELY. Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies. DIRECTORS.

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ESTABLISHED 1803. Paid-up Capital and Accumulated Funds, 28,000,000 IN GOLD. PREVOST & HERRING, Agents,

No. 107 S. THIRD Street, Philadelphia. OHAS. P. HERRING COTTON SAIL DUCK AND CANVAS, OF ALI

C numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-sizenches, with Paulins, Belting, Sall Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Storest.

COTTON.-MIDDLING FAIR AND MIDDLING Guifs, Alabama and Uplands, samples, clean stain, etc., for sale by WILLIAM M. GREINER, No. 109 CHESNUT Street.

RAILROAD LINES

1870. FOR NEW YORK—THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places. FROM WALNUT STREET WHARF.

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 8:30 P. M., Accommodation, via Camden and Jersey City. tion, via Camden and Jersey City. At 2 and 8 P. M., for Amboy and intermediate sta-

At 7 A. M. and 3.30 P. M. for Freehold and Far-At 7 and 10 A. M., 12 M., 2, 8.30, and 8 P. M. for FAt 7 and 10 A. M., 12 M., 2, 8:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington' Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.

At 7 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. for Fish House, The 11-30 P. M. line leaves from Market Street

Ferry (upper side), FROM WEST PHILADELPHIA DEPOT, At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45 and 12 . M., New York Express Lines, and at 11:30 P. M., P. M., New York Express Lines, and at 11-30 P. M., Line, via Jersey City. At 7-30 and 9-45 A. M., 1-20, 3-10, 5-30, 6-45, and 12 P. M. for Trenton. At 9-45 A. M. 1-20, 6-45 and 13 P. M. for Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 9.45 A. M., 6 45 P. M., and

12 night.

At 7:80 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 9:80 A. M. and 6 P. M. for At 7:30 A. M., 2:30, and 5 P. M. for Morrisville At 7:30 A. M., 2:30, and 6 P. M. for Morrisville and Tullytown.
At 7:30 and 9:39 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12:30, 6:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 9:30 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD. At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. At & P. M. for Lambertville and intermediate

VIA NEW JERSEY SOUTHERN RAILEOAD At 11 A. M. for New York, Long Branch, and At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILBOAD.

At 6.45 and 11 A. M., 1, 2.30, 3.30, 5, and 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6.45 A. M., 2.30 and 6.30 P. M. for Lumberton

FROM MARKET STREET PERRY (UPPER SIDE),

and Medford. At 645 and 11 A.M., 830, 6, and 630 P.M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberten. At 648 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. Dec. 12, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.— TIME TABLE. COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:— Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorohester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 1146 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmingto Twith train for New Castle.

Express Train at 4 P. M. Sindays excepted), for Express Train at 4 P. M. Studays excepted), for Baltimore and Washington, stopping at Chester, Thuriow, Linwood, Claymont, Wilmington, Newpert, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewoed, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton,

North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11'45 A. M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia

and Wilmington.

Leave Philadelphia at 11.90 A. M., 2.30, 5.00, and 7.00 P. M. The 5.00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00. and 7-16 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-16 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted Treins leaving Wilmington at 6:46 A. M. and 4:00 P. M. will connect at Lamokin Junction with the

00 A. M. and 4-30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:26 A. M., Way Mali; 9:35 A. M., Express; 2:26 P. M., Express; 7:25 P. M., Express.

SUNDAY THAIN FROM BALTIMORE.

Leaves Baltimore at 7:26 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havve-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. ral Railroad.

wood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3 55 P. M.

left West Grove at 3-55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 825 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

DHILADELPHIA AND ERIE RAILROAD. The trains on the Philadelphia and Eric Rail-d will run as follows from the Pennsylvania Rail-

	road Depot, West Philadelphia:-
	WESTWARD,
	MATI TRAIN leaves Philadelphia 9:40 P. M.
	" Williamsport. 7-25 A. M " arrives at Erie. 7-40 P. M ERIE EXPRESS leaves Philadelphia 12-20 A. M
	ii arrives at Erie. 7:40 P. M
	PDIE EVPRESS leaves Philadelphia 12-20 A. M.
	" Williamsport 8 50 P. M
	" arrives at Erie 7:40 A. M
ŀ	ELMIRA MAIL leaves Philadelphia 9 30 A. M
ľ	Williamsport 6-35 P. N
l	" arrives at Lock Haven . 7 50 P. M
	EASTWARD.
ľ	MAIL TRAIN leaves Erie, 9 00 A. N
ŀ	Williamsport10.05 P. M
l	" arrives at Philadelpnia 6:50 A, N
ı	EDIE EXPRESS leaves Erie. 9.00 P. M
ı	ERIE EXPRESS leaves Erie. 9.00 P. M Williamsport 8.25 A. M
l	arrives at Philadelphia, 5'30 P. M
ľ	ELMIRA MAIL leaves Lock Haven 8 15 A. M
ľ	" Williamsport 9 25 A. N
l	** arrives at Philadelphia. , 5'30 P. N
ŀ	DITERATO EXP. leaves Williamsport 12:35 A. N
ŀ	" Sunbury 2'80 A. N
l	arrives at Philadelphia., 9:40 A. N
ı	Express, Mail, and Accommodation, east an
ľ	West connect at Corry, and all west bound train
ŀ	and Mail and Accommodation east at Irvineton wit
١	Oil Creek and Allegheny River Ratiroad.
ı	WM. A. BALDWIN, General Superintendent.
ı	A SHEET STATE OF THE STATE OF T
ľ	

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD,—CHANGE OF HOURS, On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash-

For Port Deposit at 7 A. M. and 4:30 P. M. For Oxford at 7 A. M., 4:30 P. M., and 7 P. M. For Oxford Wednesdays and Saturdays only at For Oxford Wednesdays and Saturdays only at 2-30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4-30 P. M., and 7 P. M. Wednes days and Saturdays only 2-30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 7 A. M., and 4-30 P. M. connect at Chadd's Ford Junction with the Wilmington and Beading Railroad.
Trains for Philadelphia leave Port Deposit at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.

Oxford at 6 05 A. M., 10 35 A. M. and 5 30 P. M. Chadd's Fordlat 726 A. M., 11:58 A. M., 3:55 P. M., and 6:40 P. M. Sundays 6:49 P. M. only.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount extra made for hundred dollars, unless special contract is made for HENRY WOOD,

103

General Superintendent.

RAILROAD LINES.

DHILADELPHIA AND READING RAILROAD Depot, THIRTEENTH and CALLOWHILL Streets. Until further notice trains will Leave and Arrive

as folows:—
TRAINS LEAVE. A. M. Bead'g& Allent'n Way 7-30 Harrisb'g& Potts'e Ex 8-15 Head'g & Pottsv'e Ac. 10-20 Pottstown Accommo. 19-30 Harrisb'g& Potts'e Ex 1-00 Pottstown Accommo. 4-00 Read'g& Pottsv'e Ac. 4-45 Harrisb'g& Pottsv'e Ex 7-00 Readig& Pottsv'e Ac. 4-45 Harrisb'g& Pottsv'e Ex 7-00 Readig& Pottsv'e Ac. 4-45 Harrisb'g& Pottsv'le Ex 7-00 Readig& Pottsv'e Ac. 4-45 Harrisb'g& Pottsv'le Ex 7-00 Reading. 8-70 N SUNDAYS. A. M. ON SUNDAYS. A. M. To Reading. 12-35

The Sunday trains connect with similar trains on the Perklomen and Corebrookdale Railroads. For Downingtown and points on Chester Valley Railroad, take 7-80 a. m., 12-30 noon, and 4 p. m. For Schwenksville and points on Per-kiomen Rall-oad, take 7:30 a.m. 12:30 noon, and, 4 p. m. For Mt. Pleasant and points on Colebrookdale Railroad take 7:30 a, m. and 4:00 p, m.
N. Y. EXPRESS FOR PITTSBURG AND WEST.
Trains leave New York at 9:00 a, m. and 5:00 p.
m., passing Heading at 1:55 and 10:05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc. Sleeping cars accompany these trains through be-

tween Jersey City and Pittsburg without change.
Trains for New York leave Harrisburg at 3 10,
8 10, and 11 45 a. m., and 2 50 p. m.
Additional train leaves New York for Harrisburg at 12 o'clock noon. For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all stations, without charge.
Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.
STREET CARS.—The Thirteenth and Fifteenth, and

Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

GERMANTOWN AND NORRISTOWN BRANCH. GERMANTOWN AND NORRISTOWN BRANCH.

Depot. Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8%, 9.05, 10, 11, 12 A. M.; 1, 2, 2 30, 3 15, 3 45, 4 05, 4 30, 5 05, 5 45, 6, 6 30, 7, 8, 9, 10 05, 11, 12 p. m. Leave Germantown, 6, 6 55, 7 30, 8, 8 20, 9, 9%, 10, 11, 12 a. M.; 1, 2, 3, 3 50, 4, 4 45, 5, 5 30, 6, 6 30, 7, 8, 9, 16, 11 p. m. The 8 20 and 9 30 down trains, 2 39, 3 45, and 5 45 up trains, will not stop on the Germantown branch.

On Sundays leave at 215 at m. 2, 4 46, 7, 10 16 p. On Sundays, leave at 9:15 a.m.; 2, 4:05, 7, 10:45 p.m.
Leave Germantown, 8:15 a.m.; 1, 3, 6, 9:45 p.m.
Passengers taking the 6:55, 9 a.m., and 6:30
p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station. CHESNUT HILL RAILROAD .- Leave at 6, 8, 10, 12

a. m.; 2:30, 3:45, 5:45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7:10, 8, 9:10, 11:40 a. m.; 1:40, 3:40, 5:40, 6:40, 8:40, 10:40 p. m. On Sundays, leave 9:15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7:50 a. m.; 12:40, 5:40, 9:25 p. m.
FOR CONSHOHOUGKEN AND NORRISTOWN.—Leave at 7:20 6, 7°30, 9, 11°05 a. m.; 1°30, 3, 4, 5, 5°30, 6°15, 8°05, 10, 11°45 p. m. Leave Norristown at 5°30, 6°25, 7, 7°45,

m.; 2·30, 4, 7·30 p. m. Leave Manayunk at 7·30 a. m.; 1·30, 6·15, 9·30 p. m. FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6-20 a 12, and 2-30 p. M.

The 7-45 a. m. train iron Appristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.

Passengers taking the 7-12, 9-05 a.m., and 6-30 p.m. trains from Ninth and Green streets will The 8:30 a. m., 12:30 and 5 p. m. trains from New York stop at Intersection Station. PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot.

Agents of the Union Transfer Company will ca! for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street,

will receive attention TRAINS LEAVE DEPOT. Pittsburg Express Mail Train Lock Haven and Elmira Express Paoli Accommodation, 10:10 A.M.& 1:10 and 7:10 Fast Line Erle Express .12.40 P Harrisburg Accommodation . Lancaster Accommodation
Parkesburg Train
Cincinnati Express 8:00 P Cincinnati Express 500 P. M.
Erie Mail and Buffalo Express 950 P. M.
Pacific Express 10 10 P. M.
Paoli Accommodation, No. 4 11 10 P. M.
Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10 10 P. M.
Cincinnati and Pacific Express leaves daily. All

other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be proand baggage delivered by 5 P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8-49

Sunday Train No. 1 leaves Philadelphia at 8:49 A. M.; arrives at Paoli at 9:48 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M. Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 8:20 Philadelphia at 6 20.

8 10 A. M. 7 00 A. M. 7 00 A. M. 9 50 A. M Lancaster Train Erie Express
Look Haven and Elmira Express
Pacific Express
Southern Express 5.45 P. IM 5.46 P. M. 5.46 P. M. 6.40 P. M. Harrisburg Accommodation Paoli Accommodation, No. 4 . 10 50 P. M.

For jurther information apply to

JOHN F. VANLEER, Jr., Ticket Agent.

No. 501 CHESNUT Street.

FRANCIS FUNK, Ticket Agent.

No. 116 MARKET Street.

SAMUEL H. WALLACE,

Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the

owner, unless taken by special contract, 4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAIL-ON AND AFTER MONDAY, October 17, 1870 Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:-

FROM PHILADELPHIA

For West Chester at 7-45 and 11-20 A. M., 2-30, 6-15, and 11-20 P. M. Stops at all stations.

For West Chester at 4-46 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).
For B. C. Junction at 4:10 P. M. Stops at all sta-FOR PHILADELPHIA

From West Chester at 6:30 and 10:45 A. M., 1:55, 4:55, and 6:55 P. M. Stops at all stations.

From West Chester at 7:55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted). From B. C. Junction at 8.40 A. M. Stops at all ON SUNDAY—Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7.55 A. M. and W. C. WHEELER, Superintendent.

WEST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENA COMMENCING MONDAY, SEPTEMBES Trains will leave Philadelphia as follows:--From Trains will leave Financeipina as follows:—From foot of Market street (upper ferry), 8-15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineiand, Millville, and way stations. 11 45 A. M., Woodbury Accommodation. 3-16 P. M., Passenger for Cape May, Millville, and way stations below Glassboro. 8-30 P. M., Passenger for Bridgeton, Salem, and way stations below Glassboro. Swedesboro, and way stations.
5:30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations
Freight Train leaves Camden daily, at 13 M.
WII-LIAM J. SEWELL, Superintendent.

RAILROAD LINES;

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE BOUTE TO THE
LEHGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, COPPY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
WINTER ARRANGEMENT.
Takes effect December 19, 1870.
Fifteen Daily Trains leave Passenger Depot,
corner of Berks and American streets (Sundays
excepted), as follows:—
1.00 A. M. (Accommodation) for Fort Washingten.

ton,
At 7-25 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Harleton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

in the Great West.

8:25 A. M. (Accommodation) for Doylestown.

9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesparre, Pittston, Seranton, Hackettstown, Schooley's Mountain, and N. J. Central and

Morris and Esser Railreads.

11 A. M. (Accommodation) for Fort Washington
1-15 and 5-20 and 8-15 P. M., for Abington.
1-45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pitteton, and Hazleton.
2-20 P. M. (Accommodation) for Dorlandown P. M. (Accommodation) for Doylestown. At 8 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton. Allentown, and Coplay. 4 15 P. M. (Mail) for Doylestown.

5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. nd mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 11 30 P. M. (Accommodation) for Fort Washing-The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

FRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8.65, and 10.35 A. M.; 2.15, 5.05, and Doylestown at 8-25 A. M., 4-40 and 6-35 P. M. Lansdale at 7:30 A. M., Fort Washington at 9:20 and 11:20 A. M., 8:10 P. M. Abington at 2:36, 6:36, and 9:35 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Doylestown at 200 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 400 P. M.
Tickets cold and baggage checked through to
principal points at Mann's North Pennsylvania
Baggage Express Office, No. 105 S. Fifth street.
Dec. 19, 1870.
ELLIS CLARK, Agent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, October 3, 1970, trains will run as follows:—
Leave Philadelphia from Depot of P. W. & B. R. R.,
corner of BROAD Street and WASHINGTON Ave-

For Port Deposit at 7 A. M. and 4:30 P. M. For Oxford at 7 A. M., 4:30 P. M., and 7 P. M. For Oxford on Saturdays only, at 2 30 P. M.; For Chadd's Ford and Chester Creek Railro A. M., 10 A. M., 4 30 P. M. and 7 P. M. Satur-lays only, at 2 30 P. M. Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4'30
P. M. cospect at Chadd's Ford Junction with the limington and Reading Railroad.

Trains for Philadelphia:— Leave Port Deposit at 9.25 A. M. and 4.25 P. M., marrival of trains from Baltimore. Oxford at 6.05 and 10.35 A. M. and 5.39 P. M. Sundays at 5°30 P. M. only. Chadd's Ford at 7°26 A. M. 11°58 A. M., 3°55 P. M., and 6°49 P. M. Sundsys at 6°49 P. M. only. HENRY WOOD, General Superintendent.

	LUMBER.	
1871	SPRUCE JOIST. SPRUCE JOIST. HEMLOCK HEMLOCK.	1871
1871	SEASONED CLEAR PINE. SEASONED CLEAR PINE.	1871

BPANISH CEDAR, FOR PATTERNS, RED CEDAR. FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING.

DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. RAIL PLANK. 1871 WALNUT BOARDS AND PLANK. 1871 WALNUT BOARDS. WALNUT PLANK.

UNDERTAKERS' LUMBER. 1871 RED CEDAR WALNUT AND PINE.

SEASONED POPLAR. SEASONED CHERRY. 1871 WHITE OAK PLANK AND BOARDS, HICKORY.

CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, 1871 FOR SALE LOW. CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1871 CEDAR SHINGLES. 1871 CYPRESS SHINGLES. MAULE, BROTHER & CO., No. 2500 SOUTH Street. 115

NEL PLANK, A.L. THICKNESSES.— COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. DANEL 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS,
YELLOW AND SAP PINE FLOORINGS, 14 and
4% SPRUCE JOIST, ALL SIZES,
HEMLOCK JOIST, ALL SIZES,
PLASTERING LATH A SPECIALTY,

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 11 80 6m No. 1715 RIDGE Avenue, north of Poplar St.

ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND BOILTR WORKS.—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, both the research for Boilers Wester Tenks. high and low pressure, Iron Bollers, Water Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortes notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, screw Cutting, and all other work connected with the above business.
Drawings and specifications for all work done the establishment free of charge, and work gua

The subscribers have ample wharf dock-toom for repairs of boats, where they can lie in perfect screty, and are provided with shears, blocks, falls. safety, and are provided with select, etc., for raising beavy or light weights, etc., for raising beavy or light weights,

JOHN P. LEVY, BEACH and PALMER Streets. GIRARD TUBE WORKS AND IRON CO. PHILADELPHIA, PA.,

Manufacture Plain and Galvanized WROUGHT-IRON PIPE wrought-from Pipe
and Sundries for Gas and Steam Filters, Plumbers,
Machinists, Railing Makers, Oil Redners, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS,
OFFICE AND WAREHOUSE,
61 No. 42 N. FIFTH STREET.

M'MAHON. EASTON & MCMAHON,

SHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore, We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest

A LEXANDER G. CATTELL & CC., PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES NO. 27 NORTH WATER STREET,
PHILADRIPHIA.
ALBRANDER G. CATTELL BLUAR CATTE

AUD TION SALES.

HERRY W. & B. SCOTT, JR. AUCTION-NUT Street, under the G rard House, No. sat OHES-NUT Street, under the G rard House, are now pre-pared to receive Oil Paint ngs for their sale of 26th and 27th instants, full par iculars of which will be given in morning papers. given in morning papers.

M THOMAS & SONS, AUCTIONEERS, NOS.

Sale at the Auction Rooms,
SUPERIOR HOUSEHOLD FURNITURE, MIRRORS, FIREPROOF SAFES, OFFICE PURNITURE, WARDROBES, BOOKCASES, SIDEBOARDS, PLATE GLASS SHOW-CASES, FINE HAIR MATTRESSES, FRATHER BEDS, CHINA, GLASS, AND PLATED WARE; COUNTERS, STOVES, FINE CARPETS, ETC.

On Thursday Morning,

January 26, at 9 o'clock, about 600 lots superior Household Furniture, comprising a general assortment,

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street.

SALE OF COINS, MINERALS, BOOBS, POS-TAGE STAMPS, CUMOSITIES, ETC. On Wednesday afternoon, At 3 o'clock, at the auction store, No. 1110 Ches-ut street, second story, will be sold, a collection of

books, minerals, curiosities, United States coms, Also, a collection of letter stamps of all countries, in gilt frames, four framed collections of coins, etc. Catalogues to be had at the auction store, 1t BUNTING, DURBOROW & CO., AUCTIONEERS, Bank street. Successors to John B. Myers & Co.

SPECIAL AND PEREMPTORY SALE OF FOR-EIGH AND DOMESTIC DRY GOODS, IN EN-On Thursday Morning.

February 2, at 10 o'clock, on four months' MARTIN BROTHERS, AUCTIONEERS, -No. 704 Chesnut street.

SALE OF OIL PAINTINGS, ON TUESDAY EVENING.

SALE OF MISCELLANEOUS BOOKS, ON WEDNESDAY AFTERNOON, At 4 o'clock.

ESPECIALLY IMPORTANT SALE. MR, JOHN M. GARDNER'S
SUPERB PRODUCTIONS IN CABINET WORK,
ON THURSDAY, FEBRUARY 2,
At the Warerooms,
1316 CHESNUT STREET,
Will be sold AN ELEGANT SELECTION

FINEST CABINET FURNITURE. MR GARDNER'S OBJECT is making this Sale is to more fully introduce his new and elegant styles of Furniture and Upholstery.

feeling assured HIS WORK CANNOT BE EXCELLED. Particulars and catalogues hereafter. MAGILL, FARREL & CO.
AUCTIONEERS,
No. 318 MARKET Street.

CONCERT HALL AUCTION ROOMS, No. 1 CHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms,

No. 1919 Cheanut street, every Monday and Thurs-

For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale C IRCUS AT AUCTION.— Great sale of Circus property at Raleigh, N. C., on MONDAY, January 30, 1871, consisting of the entire Stock and Fixtures of Dr. James L. Thayer's

New Circus, lately travelling in the South; everything necessary for a first-class circus:—
42 first-class Horses,
8 first-class Ring Horses, 3 first-class trained Pad Horses. 2 Trick Mules, the best in the business.

12 Platform Spring Wagons, nearly new. Ticket Wagon; Performers' Wagon, nearly new. Band Wagon, Concord built, nearly new; cost \$1500.
Advertising Wagon, Pole Wagon, Poles, Seats, and everything required for canvas.
25 sets Double Harness, almost new.

20 Bridles and Saddles almost new. A complete outilt of Entree Dresses, for ladies, men, and horses; Pads for horses, etc.; Instruments for brass band, and other articles too nume-All the above property will be sold to the highest bidder for cash

T. E. LEE, Sheriff Wake county, N. C. N. B.—Nine experienced drivers and hostlers can be employed on reasonable terms. PROPOSALS.

TO IRON MANUFACTURERS U. S. LIGHTHOUSE DEPOT, Office Lighthouse Engineer Third District,

TOMPKINSVILLE, Staten Island, N. Y., January 13, 1871. PROPOSALS FOR SCREW-PILE LIGHT-HOUSES. SEALED PROPOSALS from Iron Foundries will be received at this office until MONDAY the 13th day of February, 1871, at 12 o'clock M., for the entire IRON and WOOD WORK of TWO SCREW-PILE LIGHTHOUSES, the

provided by the contractor for the setting up of the entire structure for inspection and accept-The contractor, who must be a manufacturer of iron, will include in his proposals the cost of taking down and delivering on board the vessels provided by the undersigned for shipment

of the same.

plans and specifications of which are for in-

spection at this office. A suitable place will be

Proposals will state the time of completing the structures. The right to reject any proposals that may be deemed disadvantageous to the Government is reserved.

Proposals will be in duplicate, accompanied by a guarantee in duplicate, with a printed copy of this advertisement affixed to each proposal, and will be addressed to the undersigned, and endorsed "Proposal for Screw-pile Lightes." J. C. WOODRUFF, Lieut,-Colonel of Engineers, U. S. A.

1 20t2 13 Lighthouse Engineer Third District

SAFE DEPOSIT COMPANIES. SECURITY FROM LOSS BY BURGLARY ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust and Safe Deposit Company OF PHILADELPHIA IN THEIR New Marble Fire-proof Building, Nos. 329-331 CHESNUT Street.

Capital subscribed, \$1,000,000; paid, \$600,000. COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFRS INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from \$15 to \$75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vanits provided for Safe Kenters.

DEPOSITS OF MONEY RECEIVED ON INTE-REST at three per cent., payable by check, without notice, and at four per cent., payable by check, on

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe. INCOME COLLECTED and remitted for one per

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President. C. H. CLARK, Vice-President. ROBERT PATTERSON, Secretary and Treasurer. DIRECTORS. Alexander Henry, Stephen A. Caldwell, George F. Tyler, Henry C. Gibson, J. Gildegham Foll. N. B. Browne, Clarence H. Clark, John Welsh, Charles Macalester, Edward W. Clark,

Henry Pratt MoKean.